

# South Bay Cities Council of Governments

## Transportation Committee

September 8, 2025

Meeting Minutes

(Held at 357 Van Ness Way Suite 90, Torrance, CA 90501)

**COMMITTEE MEMBER TANAKA CALLED THE MEETING TO ORDER AT 10:36 AM.**

### **I. Welcome / Self-Introductions**

**In attendance were the following voting SBCCOG Board Members:**

Cedric Hicks (Carson)  
Rodney Tanaka (Gardena)  
Ray Jackson (Hermosa Beach)  
Anne Yoon (LA County SD2)  
Bubba Fish (LA County SD4)  
Bill Uphoff (Lomita)  
Zein Obagi (Redondo Beach)  
Britt Huff (Rolling Hills Estates)

**Non-voting members:**

Don Szerlip (Metro South Bay Service Council)

**Also in attendance:**

Mike Bohlke (Metro Deputy to Mayor Butts)  
Cristina Ungureanu (Metro)  
Georgia Sheridan (Metro)  
David Mieger (Metro)  
Ray Sosa (Metro)  
Mark Dierking (Metro)  
Andy Sywak (Metro)  
Elias Sassoon (El Segundo)  
Brandon Araujo (Hermosa Beach)

Andy Sywak (Metro)  
Michael Grossman (DR Consultants & Designers)  
David Leger (SBCCOG)  
Jacki Bacharach (SBCCOG)  
Jake Romoff (SBCCOG)  
Anne Tsai (SBCCOG)  
Rod Kuhns (Public)  
Grace Peng (Public)

### **II. Public Comment**

No public comment.

### **III. Consent Calendar**

- A. July 14, 2025 Transportation Committee Minutes (Attachment A)
- B. Transportation Report covering August 2025 (Attachment B)

**MOTION** by Committee Member Tanaka, seconded by Committee Member Uphoff, to **APPROVE** the consent calendar. Approved without objections.

### **IV. SBCCOG Transportation Working Group Updates**

- A. **Infrastructure Working Group Update** – The IWG was dark in July.
- B. **Transit Operators Working Group Update** – The TOWG went dark in July.
- C. **Metro Service Council** – Mr. Szerlip announced that the A Line Extension from Glendora to Pomona will open on September 19.

**V. Caltrans District 7 South Bay Projects Update** – No Caltrans representative was present. The September quarterly report is available [here](#).

### **VI. I-405 Wilmington Ave to Main St Improvements Project**

Mr. Machuca provided an update on the I-405 Wilmington Ave to Main Street Improvements Project, a project

intended to address operational and weaving deficiencies between interchanges on a stretch of the I-405. Three alternatives are being considered as part of the proposed project: no build, auxiliary lanes with complete streets elements, and TSM and TDM strategies with complete streets elements. The SBCCOG has currently programmed approximately \$10 million to help fund the environmental and design phases of the project. Metro anticipates a draft EIR to be ready by the summer of 2026. A full presentation is available here: <https://cdn.southbaycities.org/wp-content/uploads/2025/09/09130621/SBCCOG-Transportation-Committee-405-Wilmington-Project-Briefing-Sept-2025.pdf>

Ms. Bacharach explained to the group that the project has reached the same inflection point as the I-405 Artesia to I-105 auxiliary lane project, for which the SBCCOG Board voted to not assume fiscal responsibility for the project earlier this year. Ms. Bacharach expressed that the SBCCOG has a role in funding early phases of large freeway projects to well-position them for outside funding but felt that projects of statewide significance should also seek funding sources outside of the subregion. When the SBCCOG Board first programmed funding toward the I-405 auxiliary lane projects, the SBCCOG was informed that Metro would identify other funding sources for construction.

Committee Member Huff asked how much of the funding provided by the subregion has been already spent. Mr. Machuca reported that \$4.8 million has been reserved for the EIR, of which approximately 60% has been spent.

Committee Member Tanaka asked how long the SBCCOG would be liable for the project if work on the EIR continues. Ms. Bacharach explained that the project will sit once the EIR and design phase is completed.

Ms. Bacharach presented two major decisions before the Committee: should the SBCCOG signal Metro staff to proceed to complete the EIR? Should the SBCCOG serve as the responsible fiscal sponsor for the project?

Mr. Machuca mentioned that finishing the EIR would allow Metro an opportunity to assess outside funding sources and identify next steps, thus developing a more holistic project.

Mr. Szerlip asked about the chances that the project would secure sufficient funding to complete construction if the EIR is completed. Mr. Machuca responded that the Metro team is actively working to poise the project for grant funding, including the Trade Corridor Enhancement Program state grant.

Committee Member Jackson asked why the SBCCOG has contributed funding to the project despite not owning the right-of-way or managing the project. Mr. Leger explained that in early 2020, the SBCCOG Board adopted a position to fund the design phases of highway projects to position them for outside funding but that Metro has historically managed projects for Caltrans. The South Bay's previous Metro program manager had distinctly separated the role of Metro and the subregion; Metro handled affairs involving Caltrans, while the SBCCOG handled its own cities. Until Mr. Machuca became the new South Bay program manager, the SBCCOG was not aware that it would be asked to assume fiscal responsibility for the I-405 auxiliary lane projects.

Ms. Bacharach added that without completing the EIR, Metro staff will not pursue outside construction funding.

Mr. Leger noted that the SBCCOG can choose to establish a mechanism to bring the EIR to the Board once completed, then decide whether to fund the design phase.

**MOTION** by Committee Member Jackson, seconded by Obagi, to recommend that the SBCCOG not move forward with any dollars for any costs associated with the I-405 Wilmington project and to stop all spending on project. Opposed by Committee Member Uphoff. Motion passed.

Committee Member Yoon expressed interest in further information from SBCCOG and Metro staff to gain a fuller understanding of the project and tradeoffs between pausing and moving forward with the project before making a

final decision. SBCCOG staff agreed to provide a memo along with the Transportation Committee recommendation in the September Board agenda packet.

**MOTION** by Committee Member Uphoff, seconded by Committee Member Obagi, that the SBCCOG not assume fiscal responsibility for any I-405 projects. Approved without objections.

## **VII. K Line (Formerly C Line) Extension to Torrance FEIR**

Mr. Mieger introduced the C Line Extension to Torrance project, which will extend Metro light rail service from the Redondo Beach Marine Station to Torrance, providing South Bay residents with a one-seat ride to the LAX/Metro Transit Center. The Final Environmental Impact Report (FEIR) is anticipated to be released as early as this week on a new online platform called PlanEngage.

Ms. Sheridan explained that in May 2024, Metro Board selected the hybrid alternative as the LPA and directed staff to continue the EIR process and complete studies to address all 2,000 public comments made during the draft EIR comment period. Extensive community engagement took place between Spring 2021 and Winter 2024. Both the draft and final EIR studied multiple project alignments (elevated/at grade option, trench option, Hawthorne Blvd option, 170<sup>th</sup>/182<sup>nd</sup> or hybrid option, high frequency bus alternative, and no build option). The FEIR will include an executive summary, introduction, description of the LPA, design refinements and environmental impact analysis, corrections and additions to the draft EIR, and responses to comments received on the draft EIR. Appendix chapters will include a public engagement summary, advanced conceptual engineering (ACE) plans for the LPA, public comments on the draft EIR, and a mitigation monitoring and reporting program (MMRP).

The FEIR will be published on the project website, and physical copies will be available at public libraries. Once the FEIR is released, the Metro Board will vote to certify the document and approve the project. Metro staff anticipate that the document will be presented to the Board after September. There will be no official public comment period for the FEIR, but the public may provide oral comments when the item is presented to the Metro Board. A full presentation is available here: [https://cdn.southbaycities.org/wp-content/uploads/2025/09/08163506/250908\\_FEIR\\_SBCCOG-Draft.pdf](https://cdn.southbaycities.org/wp-content/uploads/2025/09/08163506/250908_FEIR_SBCCOG-Draft.pdf)

Committee Member Fish asked if Metro will recommend renaming the project to the K Line Extension to Torrance. Ms. Sheridan stated that to maintain continuity between the draft and final EIR, Metro has retained the C Line Extension name but that Metro will rename the project.

Ms. Bacharach noted a gap in funding for the construction of the project and expressed concern that a Board decision regarding the FEIR will rile up the community without guarantee that the project will secure the needed funding. Ms. Bacharach asked if the project is fundable and whether there is assurance that the project will be built. Ms. Sheridan responded that the project is funded through a variety of funding sources, including Measure R, Measure M, federal funding, and SB 9 funding. The Metro team is working hard to address gaps to anticipate escalation and contingency.

Committee Member Huff asked how large the funding gap is. Ms. Sheridan replied that the LPA has a gap of about \$1 billion. The Hawthorne alternative has an even greater funding gap.

Mr. Leger asked if there is a 3% local match for the cities of Torrance and Redondo. Ms. Sheridan confirmed that these cities will be asked to contribute a match, which will be determined at 30% design. Mechanisms are in place to allow cities to offset a portion of the match via construction of their respective transit centers.

Ms. Peng asked how a local match contribution would be made in the City of Lawndale. Ms. Sheridan clarified that cities without stations will not be required to contribute a match, so Lawndale is excluded from the match.

## **VIII. Games Transportation Summit**

Mr. Leger provided a recap of topics covered during the 2028 Regional Games Transportation Summit. LA28 will be publishing a fan zone toolkit within the next six months, which will provide guidelines to jurisdictions on how to host fan zones and viewing parties. Metro is also piloting TDM strategies in preparation for Games, which has

potential overlap with the SBCCOG's work in TDM and micromobility. Metro shared that there is approximately a \$3 billion shortfall in Olympics transportation projects that has not yet been addressed. The summit was also attended by staff from Redondo Beach, Torrance, and CSUDH.

Mr. Szerlip asked for information about the transit center project in Carson. Mr. Leger responded that the SBCCOG is funding the project through the Measure R Transit Investment Program. The SBCCOG can request that the project team make a presentation to the Board.

Committee Member Jackson asked if there were any discussions about the FIFA World Cup at the summit. Mr. Leger replied that Metro is treating the World Cup as practice for the Olympics.

**IX. Three Month Look-Ahead**

Committee Member Obagi asked about the status of the Inglewood Transit Connector (ITC). Mr. Leger said that the ITC will return with an update to the Board in October or November.

**X. Announcements**

Ms. Peng announced that South Bay Forward is hosting the second annual South Bay Transit Summit on October 4 at the Torrance Transit Center.

**XI. Adjournment:** Committee Member Tanaka adjourned the meeting at 11:52 a.m. to October 13.

*Prepared by Anne Tsai, Transportation Project Coordinator*